

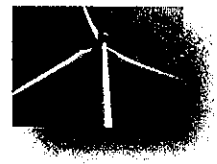
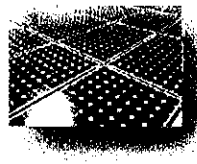
From: CLK Council Info
Sent: Tuesday, March 03, 2015 10:47 AM
Subject: Budget Speaker Registration/Testimony
Attachments: 20150303104726_CC Bill 10 - Carsharing.pdf

Speaker Registration/Testimony

All fields marked "(*)" are required and must be completed in order for this form to be valid.
Note: Registrations are not accepted prior to the agendas being posted.

Name(*) Shem Lawlor
Phone (*) 808-954-6143
Email (*) shem@blueplanetfoundation.org
Meeting Date (*) 2015-03-04
Council/PH Committee (*) Budget
Agenda Item (*) Bill 10 - Carsharing
Your position on the matter (*) Support
Representing (*) Organization
Organization Blue Planet Foundation
Do you wish to speak at the hearing? (*) Yes
Written Testimony
Testimony Attachment 20150303104726_CC Bill 10 - Carsharing.pdf
Accept Terms and Conditions (*) 1

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HONOLULU CITY COUNCIL COMMITTEE ON BUDGET

March 4, 2015, 9:00 A.M.
(Testimony is 2 pages long)

TESTIMONY IN SUPPORT OF BILL 10, WITH SUGGESTED AMENDMENT

Chair Kobayashi, Vice Chair Manahan and members of the Committee on Budget:

Blue Planet Foundation **strongly supports** Bill 10, with a suggested amendment. The bill would establish a pilot program authorizing the Director of the Honolulu Department of Transportation Services (DTS) to: 1) dedicate a limited number of municipally controlled off-street parking stalls to Carsharing organizations for an annual fee; and 2) sell a limited number of parking decals to Carsharing companies to allow their vehicles to park in metered on-street parking stalls throughout Honolulu.

Blue Planet Foundation strongly supports increasing the availability and quality of alternative modes of transportation in Honolulu. Carsharing is a proven transportation innovation that provides convenient, short-term access to a shared fleet of vehicles for occasional trips.

Carsharing users typically make the vast majority of their trips by alternative modes (walking, biking, or public transit) and use Carsharing for occasional trips that are difficult to make via those modes, such as grocery shopping or running multiple errands.

Empirical studies have shown that Carsharing provides many benefits to the communities in which it is available. It has been shown to reduce traffic and parking congestion, while reducing household transportation costs and increasing transit ridership. A 2010 study of the PhillyCarShare program in Philadelphia found that each Carsharing vehicle put into service led to a reduction of 15.3 personal automobiles either by members giving up cars they had previously owned or carless households forgoing an intended vehicle purchase.¹

The same study showed that each car in PhillyCarShare's fleet had a direct economic benefit to the local economy of \$67,000 per year from reduced household transportation costs, reduced traffic congestion and increased local spending.

¹ Econsult Corporation. *The Economic and Environmental Impact of PhillyCarShare in the Philadelphia Region*. PhillyCarShare, 2010.

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Suggested Amendment:

While we support the bill, we are concerned about the exorbitant cost of the proposed parking placards. The \$2,500 per year per placard annual fee seems to presume that each Carsharing vehicle purchasing a placard would be utilizing a metered on-street parking 80% of the time.

In reality, there are far more non-metered than metered on-street parking stalls in Honolulu and tens of thousands more stalls on private surface lots where the vehicles would be able to park. This means that each individual Carsharing vehicle will likely only occupy a metered on-street parking stall a small fraction of the time.

Since these parking costs will be passed on to Carsharing users, we are concerned that this will increase the cost of Carsharing service which will reduce the number of people who will use it and the community benefits that could come from the service.

We recommend that the City Council work with DTS and Carsharing organizations to estimate the percentage of time Carsharing vehicles would be expected to utilize metered parking stalls and compare this ratio to average annual metered stall revenues and amend the bill to reflect this more reasonable cost figure for each placard. This will then have less of a negative cost impact on Carsharing users and ensure greater community benefit.

Thank you for the opportunity to testify.